Indian Air Force Special Number

REGISTERED No. M 4345

MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. IV FRIDAY, APRIL 2, 1943 No. 30

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Proud and Happy!

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Have you a Camera?

A NEW PRIZE COMPETITION

TIME FOR SUBMISSION OF ENTRIES EXTENDED

There are many Madrasis now on active Military service, earning good pay from which they are saving money to spend after the war. It is important for the welfare of the soldier and his family that these savings should be usefully and productively spent, for instance, in rural reconstruction and post-war development schemes.

Our Sepoys want to know what they can best spend their money on, and we propose to show them.

THIS IS WHERE YOU COME IN!

The Editor wants photos of—**(1) A well being sunk, (2) A finished well in use, (3) Terracing of fields, (4) Fruit topes, (5) Vegetable gardens, (6) A small shop, (7) Poultry keeping, (8) Improved cattle, (9) House-building, (10) A wedding, (11) Any other subject which you consider that a Sepoy might like to spend money on.**

A first prize of Rs. 20 and a second prize of Rs. 10 will be given for the best photographs submitted. Prizes of Rs. 3 will be given for the best photos in each of the above groups.

The Editor reserves the right to withhold prizes in any group in which the required standards of quality are not satisfied.

No photos can be returned to senders.

At the request of some intending competitors, the time for submission of entries has been extended to 15th April 1943.

All entries must reach

THE EDITOR, MADRAS WAR REVIEW,
VICTORY HOUSE,
MADRAS,

before that date.

◆ ◆ ◆

India gives 537 Lakhs for Warplanes

India has contributed since the outbreak of war more than 537½ lakhs of rupees (about £4,000,000) for the purchase of aircraft for the R.A.F. and the I.A.F., according to the latest figures available.

Subscriptions ranging from lakhs of rupees from the wealthiest Indian princes to annas from the poorest peasants have swelled this large sum to buy squadrons of warplanes to combat the Axis aggressors.

Among these squadrons, which bear the name of their donors, is the "Madras Squadron" now in India to reinforce her ever-growing offensive and defensive power.

These squadrons, R.A.F. fighter and bombers units which have won renown in air battles over Britain and Western Europe, are here to repay in service the generosity of the Indian peoples who extended a helping hand in the hour of Britain's need.

Registered No. M-4345

Indian Air Force Special Number

Madras War Review

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I am Proud of the Work They are Doing

A.O.C.'s MESSAGE

ON *the 1st of April 1943, we celebrate the Jubilee of the Royal Air Force. On that date 25 years ago, the Royal Naval Air Service and the Royal Flying Corps were welded into one service—The Royal Air Force. This fusion of the Flying services took place in the midst of the last world war.*

THE *25th Birthday of the Royal Air Force finds it again engaged in war, but during the intervening years the advances of science as applied to the air have been such that air power has become a major factor in war today. Today the R.A.F. in conjunction with the other Air Forces of the Empire and those of our Allies is operating almost throughout the world.*

HERE *in India the R.A.F. has expanded rapidly of late and has brought increasing pressure to bear upon the enemy. This pressure will continue to grow as time goes on.*

I *wish to thank all Officers and men in India Command for the typically ready way in which they have carried out their duties and are continuing to perform their tasks in the trying conditions prevailing in the East.*

I *am proud of the work they are doing and I wish them all the very best of luck and every success in the future that lies before us.*

AIR MARSHAL SIR RICHARD PEIRSE, *Air Officer Commanding-in-Chief Air Forces in India, in an Order of the Day.*

A Proud History

LT.-GEN. SIR NOEL BERESFORD-PEIRSE, K.B.E, D.S.O., G.O.C.-C, Southern Army.

The following message is from G.O.C.-C. Lt.-Gen. Sir Noel Beresford-Peirse :-

Air Commodore Mackworth, Officers and Airmen of 225 Group—On behalf of the Southern Army I congratulate you on the occasion of the Silver Jubilee of the Royal Air Force and the 10th Anniversary of the Indian Air Force.

The celebrations come at a fitting moment. The Allied Air Forces are now pounding at Germany and occupied Europe by day and night. In Tunisia Air Co-operation with the army has been brought to a new high level of effectiveness. The enemy's supply lines in the Mediterranean and his submarines all over the world are being hammered by the Royal Air Force. Near the frontiers of India the Air Arm of the United Nations is giving the Japanese no rest.

Here in South India we have not yet had our chance. But when that time comes, and wherever we find ourselves operating, I have every confidence that together, and with our allies, we shall be able to deliver decisive blows against the enemy.

The history of the Royal Air Force and the Indian Air Force is a short but very proud one. On behalf of all ranks of the Southern Army, I take this opportunity of expressing our admiration for you and when the time comes to strike hard at the Japanese—praying your targets be good one.

Brilliant Record of Achievement

The following is A.O.C.'s message to all Units, No. 225 Group :—

To-day the Royal Air Force is 25 years old and the Indian Air Force 10 years old. World War No. 2 prevents us from having any organized celebration. Our Air Forces are fully occupied in seeking out and destroying the enemy.

Here in Southern India we have not had an opportunity of making contact with him on any appreciable scale. But no one can say when that day will arrive. It is our duty to be "prepared" for any eventuality and "be prepared" to play an important part in the United Nations offensive in the East.

The Royal Air Force has made history in its 25 years of existence and will continue to make history. The Indian Air Force, too, has an equally brilliant record of achievement, particularly in combat against the Japanese in Burma. These feats are intensive enough to have impressed not only us in the Service, but also the whole world. The Service that has to its credit the stories of the Battles of France, Britain, and of Libya, has a tradition of which we are justifiably proud and a future in which it will be our endeavour further to build it up.

This Group, I am certain, will have an opportunity to take part in this process and in so doing add another chapter to the deeds of the Royal Air Force and Indian Air Force. I wish Air and Ground Crews and the Administrative Staffs of the Royal Air Force and the Indian Air Force including those of the Women's Auxiliary Corps of India attached to us.

Good Luck and "HAPPY LANDINGS."

Sir Richard Peirse, India's Air Chief

THE head of Great Britain's own Bomber Command—Air Marshal Sir Richard Peirse is now India's Air Chief. Britain is determined that the air defence of India should be in the hands of a man of proved ability. SIR RICHARD PEIRSE fills the bill. He is no armchair airman. At 50 he still flies himself.

"I hope I am still as good a pilot as ever," he will tell you—and he never boasts.

You would hardly take him at first glance to be an intrepid and dashing airman. Then you notice those rows of medal ribbons on his chest to realize that, in spite of a quiet, rather grave, countenance, here is a man of action. When he was head of the Bomber Command, his Command had achieved some spectacular success. Peirse was the first to make certain that his crews got the credit.

SIR RICHARD PEIRSE

FAITH IN HIS MEN

He had unwavering faith in his men. When he bade farewell to the Bomber Command, he said in a special Order of the Day that he left them with regret but with a feeling of great pride that he should have had the privilege of commanding for 15 months so gallant a company.

Plucky, lucky, this man Peirse who sent out Britain's bombers over Germany. In fact in the air force they call him "Lucky Peirse." He has escaped death so many times during his adventurous career.

He is bred of the right material, for his father was an admiral. Naturally he had a taste for the sea. He was a sub-lieutenant in the Royal Naval Air Volunteer Reserve when the Admiralty called for pilots for the Royal Naval Air Service. He served for nearly the whole of the last War in the Royal Naval Air Service and won the D.S.O. for persistent and successful attacks on German submarine bases at Ostend and Zeebrugge in 1915. Later he served at the Dardanelles and Italy with the Royal Air Force, being awarded the Air Force Cross in 1919.

FORMS COMBINED STAFF

His war flying over, he rose steadily, until in 1930 he was made Deputy Director of Operations and Intelligence at the Air Ministry. He held the post until the autumn of 1933, when he went back to the Middle East as Air Officer Commanding in Palestine and Transjordan. He made service history during his command there, for he formed a Combined Staff representing the three Services —the first time the Army had worked under an Royal Air Force command. He was made a Companion of the Order of the Bath in recognition of his gallant and distinguished services during the emergency operations in Palestine in 1936.

His early experience of co-operation among the services is going to hold Sir Richard Peirse in good stead during his present command in India. On his return to London from the Middle East he was made Director of Operations and Intelligence and Deputy Chief of the Air Staff. In the year this war began he became a member of the Air Council, then Vice-Chief of the Air Staff and Air Officer Commanding-in-Chief, Bomber Command, where he won the highest praise for his bold and prudent leadership.

India can rest assured that the man in charge of air operations of both attack and defence over her vast land is a man of unflinching courage and the widest possible experience. He knows every step of service from a plane's cockpit to the control room. He is a brilliant and inspiring leader, and remember it was Peirse who as head of the Bomber Command in Britain for more than a year carried the war into the very heart of Germany.

History of the Indian Air Force

A Great Dream Comes True

IN 1926, just over sixteen years ago, a few men sat in conference round a table in the Council Chamber at Simla. There were among them prominent Indian figures like the late Mr. Motilal Nehru and Mr. M. A. Jinnah. At the head of the table sat Sir Andrew Skeene. On 1st April 1927 they submitted their report recommending the formation of an independent Air Force for India, manned by Indians, officered by Indians and commanded by Indians. Thus was laid the foundation of the present Indian Air Force, whose history opens on April 1st 1933 at Karachi.

Six young Indian sportsmen left India in 1930 to be trained at the Royal Air Force College at Cranwell. They were the pioneers of the Indian Air Force, adventurous young men drawn from different parts of India. Their voyage meant not only a new life in a strange country, but adventuring into a new element and laying the foundation of a new air force for India. Destiny had handed them a big job. Among them was the first Indian aviator to fly a Tiger Moth, to and back from England, thus winning the Aga Khan's prize. They distinguished themselves both in sports and studies, and when in 1933 they returned to India, they had already established a fine record in flying.

April 1, 1933

On April 1st, 1933, the Indian Air Force came into existence at Karachi. A great dream had come true. What was once a scheme on paper materialized. India was starting a new fighting service.

From 1933 to 1937 these pioneers, and those who joined them in subsequent years, concentrated their efforts on training, and worked mainly as army co-operation units, carrying out extensive reconnaissance, and photography and doing artillery observations.

In the summer of 1937 during the Waziristan troubles the first unit of the Indian Air Force was asked to co-operate with the Royal Air Force in their operations on the Frontier. The Frontier district is a wild and mountainous country, inhabited by tribes, and covering the whole length of the Indo-Afghan frontier. The task of maintaining law and order in these remote mountain ranges, was both difficult and dangerous. This was the Indian Air Force's first opportunity to prove itself, and it is a tribute to the efforts of these pioneer flyers of the Indian Air Force that, four years later the complete 'watch and ward' duties of the Frontier were transferred to them.

HELPED THE R.A.F.

Early in the present war, a batch of Indian pilots trained in India were sent to the United Kingdom for further training and operational experience. They were in England when the battle of Britain was being fought. They helped the Royal Air Force in their raids over Europe and some died for the cause of freedom. Their comrades have since returned to their squadrons in India, to carry on the fight.

It was not, however, until the early days of 1942 that the Indian Air Force got the chance of action against a major power. One Indian Air Force squadron moved into Burma, and operated there for nearly three months, co-operating with the army and functioning as a general purposes squadron. It bombed and machine-gunned Japanese aerodromes, and carried out important photographic reconnaissance over enemy territory. Twice the squadron was congratulated by Field Marshal Sir Archibald Wavell. It was during these

(*Continued on page* 8)

FORMATION OF THE I.A.F.

1926.—The Skeene Committee, meeting at Simla, and including such well-known Indian public figures as Pandit Motilal Nehru and Mr. M. A. Jinnah, recommends that a separate Indian Air Force be formed.

1930.—The first six cadets of the Indian Air Force leave India for training at the Royal Air Force College, Cranwell.

1932.—At New Delhi, the Central Legislative Assembly passes the Indian Air Force Act.

1933.—On April 1, the Indian Air Force comes into being with one flight at Karachi.

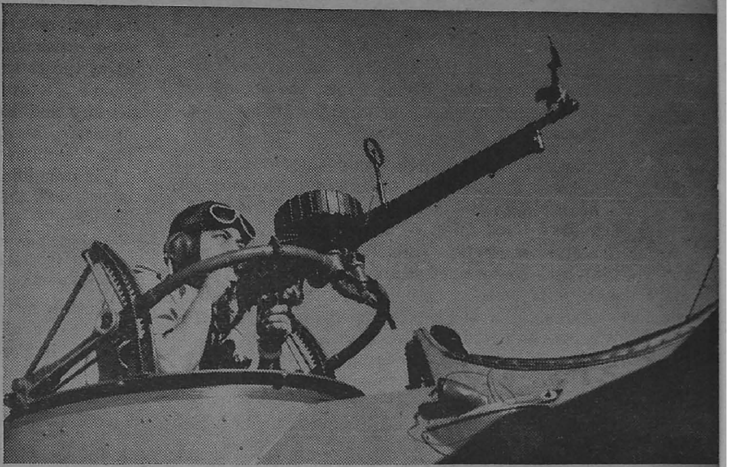
1938.—No. 1 Squadron, with three flights, comes into operation.

1940.—At Risalpur, the Indian Air Force opens its first Flying Training School. Twenty-four Indian Air Force Pilots go to England, seconded to the Royal Air Force Coast Defence Flights are formed.

1941.—Indian Air Force takes over completely from Royal Air Force on North-West Frontier.

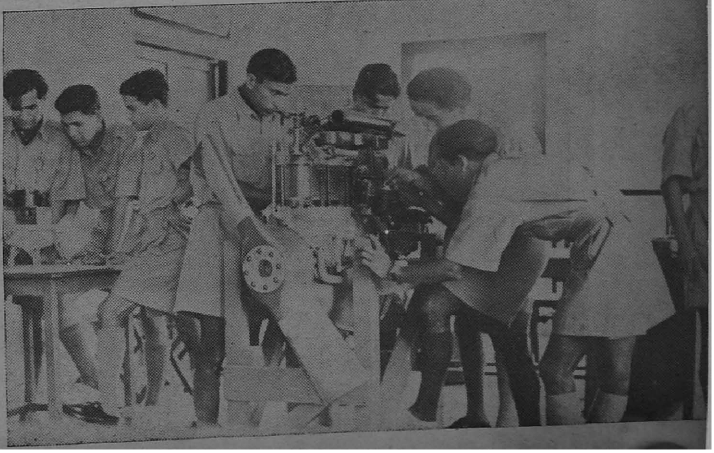
1942.—In January, the Indian Air Force goes into action in Burma.

TRAINING FOR THE INDIAN AIR FORC



An Indian officer of the I.A.F.V.R. attached to a Coastal Defence Flight studies one of the automatic weapons fitted on to a plane.

Dual Control—English and Indian Pilots at the wheel of their multi-engined bomber.



Before flying their planes pilots have to understand their engines. Photo shows trainees.

HISTORY OF THE INDIAN AIR FORCE

(*Continued from page* 6)

operations that the squadron Commander won the Distinguished Flying Cross, the second to be awarded to an officer of the Indian Air Force.

Immediately after the outbreak of war, coast defence flights were organized at important Indian seaports to guard the long stretch of India's coast lines. These flights did very useful work in patrolling the Indian seas, seeking submarines and shepherding merchant ships to and from Indian ports. Many an Indian sailor has been rescued from torpedoed vessels as a result of reports received from these aircraft. Some of these units operated outside India as escort to convoys before the fall of Singapore. It was an Indian pilot in a Wapiti, operating from one of these coast defence flights that first reported and shadowed a powerful battle squadron of the Japanese fleet in the Bay of Bengal. It was, again, an Indian pilot who depth-charged a Japanese submarine off the Madras Coast.

ORGANIZATION AND OPPORTUNITIES

Under the force of international events the growth of the Indian Air Force gained momentum. There was very little training in India before the war. All officers were trained in England and the ground crews received their instruction in an aircraft depot in India. Senior non-commissioned officers were attached from the Royal Air Force. The first Flying Training School was opened two months after the outbreak of the war. Since then the rapid expansion of the Indian Air Force has led to the establishment of numerous training schools all over India. There are now elementary and advanced schools to train pilots, observers, air-gunners, wireless operators and ground technicians; operational training units to bring qualified pilots, observers, air-gunners and wireless operators to a high pitch of efficiency under active service conditions; general reconnaissance and aircraft recognition schools to teach aircrews how to identify the enemy and attack him in the best way. A high standard is maintained at all these centres which cover all the requisite training for a modern Air Force.

30 DIFFERENT TRADES

There are nearly thirty different trades in the Indian Air Force. These are categorised into groups which are broadly based on the amount of skill required for specific duties. There is no job which is without interest. Promotions are more a matter of ability than seniority. More than eighty ex-aircraftmen are to-day among the officers in the pilot's cockpit.

The Indian Air Force is ten years old on 1st April 1943. Its work has only just started and its history just begun. India looks to her Air Force with hope and confidence.

Bombing up a plane of the I.A.F. at an airport somewhere along the Indian seaboard.

JAMNAGAR AERONAUTICAL INSTITUTE—Photos taken when H. H. the Jam Saheb of Nawanagar inspected the Jamnagar Aeronautical Institute and saw aircraft mechanics under training. Photo shows the Jam Saheb with Mr. P. H. Davy of the Civil Aviation Directorate in the Ignition and Instruments Class.

Indian Air Force Celebrates its Tenth Birthday

Six Young Men Embark on a Great Adventure

THIRTEEN years ago, six Indian young men walked up a Bombay gangplank and embarked upon a great adventure—both for themselves and for their country. They were on their way to England, to Cranwell—the first six cadets of an Indian Air Force which was then little more than a few paragraphs on paper, a daring vision of a few bold minds.

They were to blaze a trail, these six young men, in which many thousands of their countrymen—keen, young, forward-looking like themselves—would one day follow. Destiny had handed them a big job—and they knew it.

Their names were Sirkar, Mukherjee, Bhopindra Singh, Awan, Amarjit Singh, Tandon and "Aspy" Engineer. Mukherjee's uncle, I. L. Roy, had been one of the Indians serving with the Royal Flying Corps in the last war and had won the D.F.C.

For, far from being new to the country, flying had begun in India in 1910—not many years after the pioneer flights of Orville and Wilbur Wright. But at this time when Indianization of the Army was only in its earlier stages, the notion of a complete, independent Air Force, commanded by Indians, maintained by Indians, was an idea that took the breath away.

May be it rather took these six young men's breath away, too—but if so they did not show it. Only one of them had flown before. Engineer—now a Wing Commander D.F.C. —had made a little Indian flying history on his own, when, in a Tiger Moth, he had been the first Indian to fly from India to England and back—a considerable feat in those days, for which he had been awarded the Aga Khan prize.

But for the rest of the brave little band—as they leaned against the ship's rail and watched their native land fade from view—the voyage meant not only a new life in a strange country, but adventuring into a new element.

Whatever qualms they may have felt that day were speedily set at rest. Among the pick of Indian sportsmen, they quickly made a name for themselves at Cranwell. Sirkar captained the Hockey Team, Awan, Amarjit Singh and Mukherjee were in the Cricket

Team, while Amarjit Singh captained the tennis team in which two of the others also played.

And they worked as hard as they played, these six keen-eyed young men from India. When their course was over, Engineer was awarded the Grove's Memorial prize, for the best all-round pilot of his term.

"Tich" Tandon, 4 feet 10 inches high, was taken off flying when it was discovered that he was unable to reach the rudderbar.

He had made excellent progress in flying but, on his last instructional flight before going solo, he was taxying across the aerodrome when a gust of wind caused his aircraft to swing. He was not quick enough in correcting and was reprimanded by his instructor.

His reply considerably shook the latter: "How do you expect me to put on opposite rudder when I can't even reach it?"

And so Tich was grounded and transferred to the equipment branch.

They had come to England with a very definite purpose—and having achieved it they returned. Very soon others came out to take their places, while among the bare, sun-blistered hills of the North-West Frontier, they dedicated themselves to the business of proving to sceptics that India could produce an up-to-date Air Force, every bit as workmanlike as her Army.

On this tenth birthday of India's own Air Force they may look back proudly and have the satisfaction of knowing that they have more than proved it—that Indian Air Force men have captained Stirlings in forays over Germany, that for three years they have hunted down submarines and protected convoys around India's shores, that in the Burma campaign—where W/Commander Majumdar, the Commander of their No. 1 Squadron, earned the D.F.C.—they earned a high reputation among the Commonwealth's Air Forces for their discipline and initiative.

On a One-mess Basis

SUCH is the get-together spirit of the Indian Air Force of to-day that the men have voluntarily organized communal feeding on a one-mess basis.

In the early days of the Force, Muslims, Hindus and Sikhs each had their own messes. Now vegetarians and meat-eaters alike find their individual tastes by a system of help-yourself service.

All the cooking and preparation of food on Indian Air Force stations is done by qualified members of the Force. The best available cooks only are enrolled and go through intensive training at Indian Air Force Cookery Schools before posting to stations. They are taught how to get the maximum value from every kind of food and the importance of kitchen cleanliness is emphasized.

The scale of rations provided by the authorities is comparable with that of the Army and Navy, and with normal civilian standards. Indian airmen's food contains the greatest possible protein and vitamin content, in the opinion of the medical officers who are constantly watching their health.

Recently a suggestion to increase the vitamin and protein content was vetoed by the medical authorities. The food then, they held, would be too rich and the men's health would suffer.

The ration allowance is generous. Each day, each man gets eight ounces of bread or biscuit per day, sixteen ounces of rice or atta, two ounces of ghee, two ounces of potatoes, four ounces of onions (or two ounces of onions and four ounces of dholl), and four ounces of fresh vegetables. Meat-eaters receive six ounces (including 17½ per cent bone) per day.

ONLY THE BEST

Great care is taken by the military authorities to ensure that nothing but the best grade commodities are accepted for the airmen's rations. Each article of supply has to comply with a medically approved "specification." Samples taken from every purchase are submitted to the Military Food Laboratory, Kasauli, for analysis and report. Only if the samples are according to the specification is the consignment accepted.

Close watch is kept, too, on stocks held in supply depots. Twice a year, samples are taken and sent to the laboratory to make sure they are still in good condition.

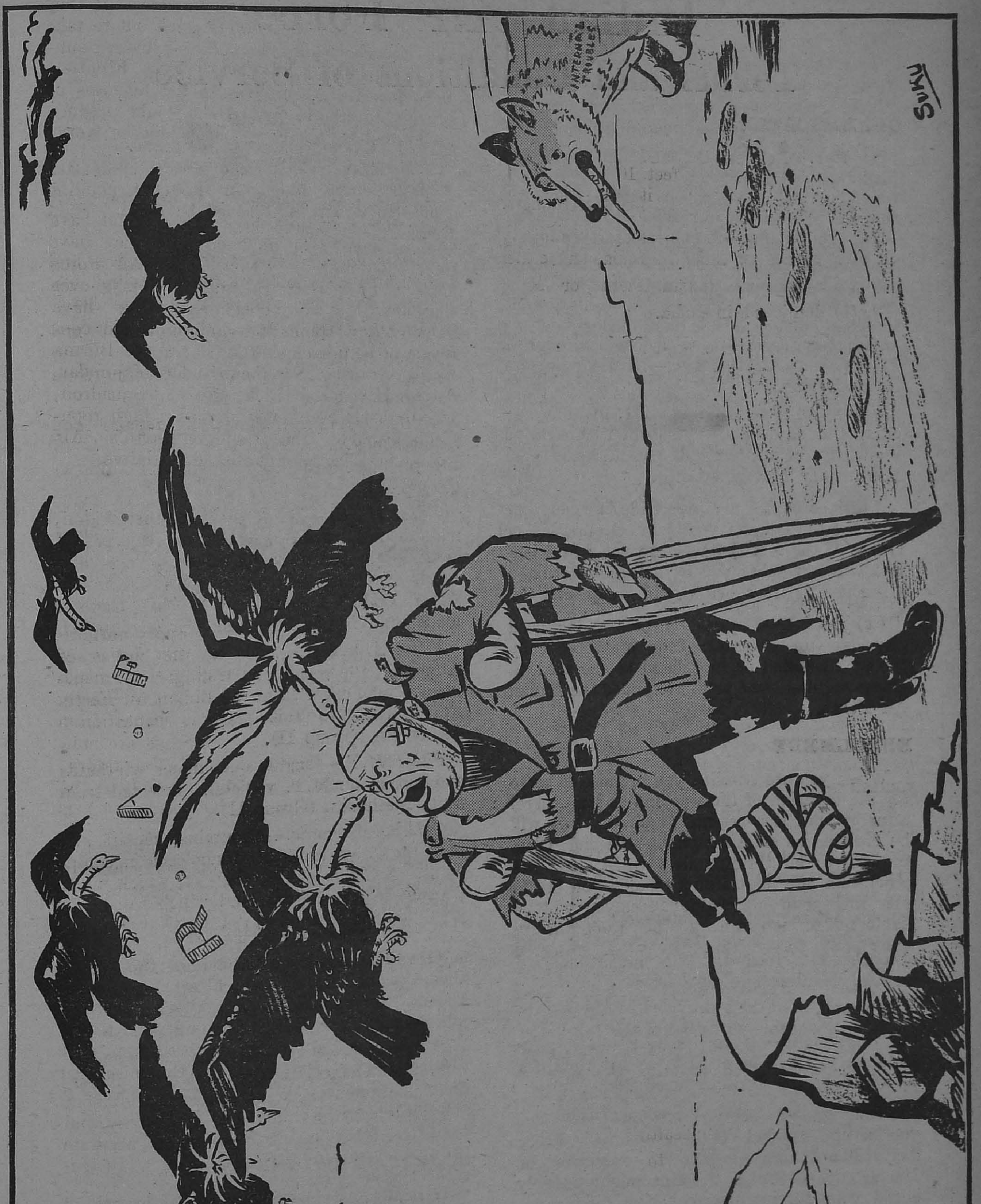
Atta and ghee—staple foods of the Indian airmen—are subject to special care and supervision. Such importance is attached by the authorities to the blending of ghee, and to the prevention of adulteration or substitution, that British Officers and Viceroy's Commissioned Officers are constantly watching the process at the Ghee Heating Centre, Agra.

PUREST GHEE IN INDIA

Here also is stationed a special branch of the Military Food Laboratory, and no ghee is allowed to leave the centre until it has been passed by the Laboratory's chemists.

The men claim their ghee to be the purest and most wholesome obtainable in India.

There is no doubt that the high standard of mental and physical fitness found in the Indian Air Force to-day is largely due to the balanced diet the men receive and to the close supervision of their food.


INTERNAL TROUBLES
SUKY

Indian Air Force

Terms and Conditions of Service

QUALIFICATIONS

(i) *Age.*—Between 18 and 38 years last birthday.

Between 18 and 28 years for Air Gunners.

(ii) *Nationality.*—A subject of His Majesty or of a Prince or Chief in India, and either

(a) of unmixed Indian descent, or

(b) domiciled in India.

(iii) *Education.*—(a) For Trade Groups I, II, IV and Air Gunners—Matriculation or its equivalent.

(b) For Trade Groups III, M and V—Sixth Standard or its equivalent with a sound knowledge of written and spoken English and Elementary Mathematics.

Previous experience in a trade is a help but is not essential. If you join Group III or Group V the fact that you are not a Matriculate will not debar you from "remustering" (transferring) to a better paid group later on.

(iv) *Health.*—Physical fitness and a good physique are essential. You must be ready to be vaccinated or inoculated as the medical officer requires once you have joined the Indian Air Force.

ENROLMENT

When you are enrolled you promise to serve for the duration of the war and as long thereafter as your services are required. You will be enrolled as an Aircraftman—Second Class and put under training in a trade. At the conclusion of your training, should you fail to pass the qualifying Trade Test, you will be liable for service in any other trade in the same group for which you may be considered suitable. If you fail in this trade you will have the option of discharge or transfer to a lower paid group.

Commissions.—If you prove in all respects suitable, you will be eligible, at any time, for appointment to Commissioned Rank.

Discipline.—As soon as you join the service you become subject to the Indian Air Force Act. The Indian Air Force is employed for the defence of India, but this might possibly entail your serving overseas.

TRADES TAUGHT IN THE I.A.F.

Here is a brief idea of what you will be able to learn in the Indian Air Force, according to the branch to which you are assigned by your abilities and the requirements of the Service. The different trades are divided into groups and the pay is graded according to the skill required in each Group. *These trades are officially recognized by the Board of Trade and by Civil Aviation.*

GROUP I.

CANNOT BE ENTERED DIRECT.

The trades in this group are entered after a probationary period in the corresponding trades in Group II followed by a Conversion Course.

Electrician I.—Deals with extensive and complicated electrical systems on aeroplanes. Selected from Electricians II (Group II).

Fitter I.—Attends to complete overhaul and repair of aero-engines and airframes and to motor transport vehicles. Selected from Fitters II (A) and (E).

Fitter II (A).—Attends to repairs and maintenance of airframes. Appointments to this trade are made from Flight Mechanic (A) (Group II).

Fitter II (E).—Responsible for installation, maintenance, repair and test of all types of aero-engines and also for maintenance and repair of all petrol-driven vehicles and motor-driven craft. Appointment to this trade is made from Flight Mechanic (E) (Group II).

Fitter Armourer.—Adds to the duties of Armourer, the repair and testing of all armament equipment used in the Indian Air Force. Appointment to this trade is made from Armourers (Group II).

Fitter M.T.—Carries out major overhauls and repairs on M.T. vehicles. Selected from M.T. Mechanics (Group II).

R.D.F./Mechanic.—Maintains, repairs and tests the latest types of Radiolocation equipment. A highly skilled trade on which much depends in time of war and which will be in great demand in time of peace. Opportunities exist for the Radiolocation Specialist to improve his knowledge 100 per cent. Technical Commissions in the Indian Air Force are waiting for suitable airmen. Selected from among suitable R.D.F. Operators (Group II).

Instrument maker.—Attends to installation, maintenance, repair and test of all aircraft instruments, except wireless equipment and the electrical equipment for heating and lighting. Must be able to do fine and accurate fitting and turning. Selected from Instrument Repairers (Group II).

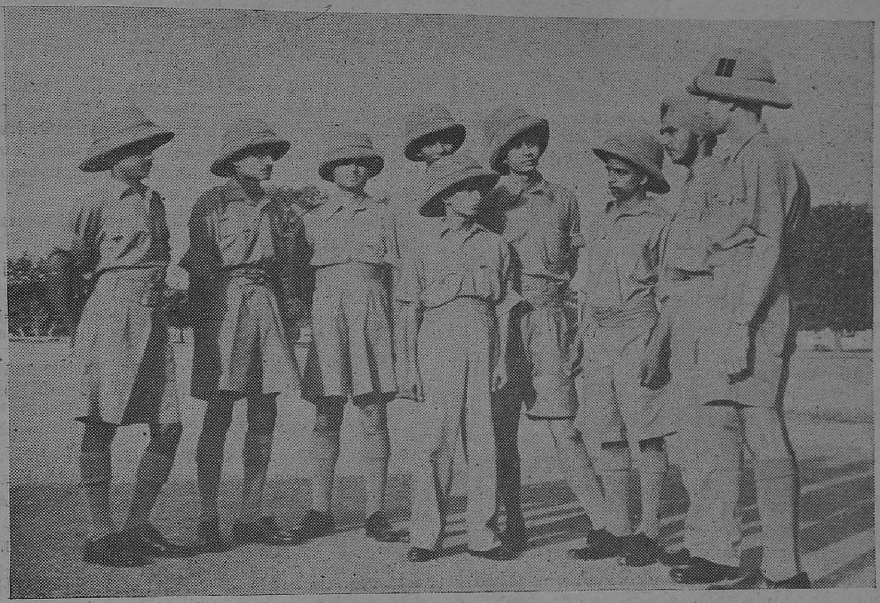
Metal worker.—Knowledge and skill required are very similar to those possessed by the corresponding trades in civil life. Combines, and is selected from the trades of Sheet Metal Worker, Coppersmith, Blacksmith and Welder (Group II).

Photographer I.—Selected from Photographers II (Group II). Has similar duties but more responsibility.

Wireless Operator Mechanic.—Attends to installation, maintenance, operation, repair

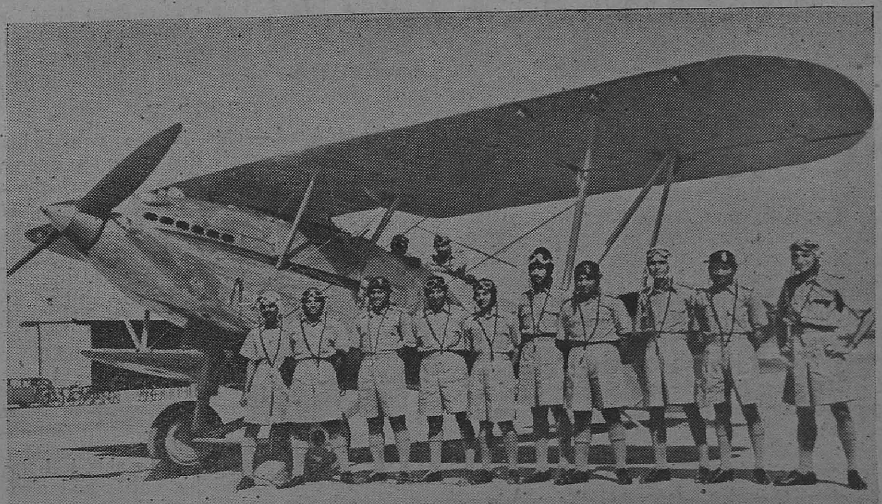
(Continued on page 14.)

A MIXED BAG!



AT THE AIR FORCE TECHNICAL TRAINING SCHOOL AT AMBALA.—These new recruits at the A.F.T.T.S. come from all parts of India, and those present include representatives from Bombay, Madras, Delhi, the Punjab, Karachi and Calcutta.

★



AT THE INITIAL TRAINING SCHOOL OF THE INDIAN AIR FORCE, LAHORE.—A group of young officers of the I.A.F. in training at the I.T.S., Lahore, grouped beside one of the aircraft which they will soon be flying.

INDIAN AIR FORCE

(*Continued from page* 12)

and test of all electrical and wireless apparatus, except those instruments which are dealt with by the instrument Repairers and those which are provided and maintained by the M.E.S. Also carries out visual signalling, selected from Wireless Operators (Group II).

Carpenter Propeller Maker.—Skilled work in the manufacture and maintenance of wooden airscrews. Selected from Carpenters Propeller Repairer (Group II) who do a special Conversion Course.

GROUP II.

Armourer.—Responsible for the efficient operation, maintenance and periodic overhaul of rifles, machine guns, bomb gears and other fighting equipment.

Electrician II.—Responsible for maintenance and minor repair of electrical equipment both on the ground and in aicraft—except wireless, cameras and instruments dealt with by the Instrument Repairer.

Flight Mechanic—Aircraft.—Attends to maintenance and minor repairs of airframes.

Flight Mechanic—Engines.—Attends to installation, maintenance and minor repair, starting, running up, and testing of aero-engines.

Instrument Repairer.—Attends to installation, maintenance, repair (by replacement of interchangeable parts), and test of all aircraft instruments, watches, clocks, navigation instruments and compasses; and repairs to cameras, camera guns, reflector sights and bomb sights—all but wireless and electrical equipment.

M.T. Mechanic I.—Looks after the maintenance and minor repairs of M.T. vehicles. More highly skilled than M.T. Mechanic II (Group III).

R.D.F./Operation.—Operates modern Radiolocation equipment, but does not require such a high standard of technical knowledge as his Radio Mechanic comrade. Rather, he requires qualities of calmness in emergency, powers of quick observation and a character which does not flinch at responsibility. Self-reliant men are required who can turn the knowledge gained in the Service to advantage in civil aviation on their discharge after the war. Clear and fluent English essential.

Photographer II.—Responsible for developing negatives brought back from reconnaissance, making prints and producing photographs; maintain photographic records and equipment. Fits and maintains aerial cameras.

Wireless Operator.—Operates the wireless apparatus and carries out minor repairs to it. Responsible for the operation of accumulator charging plants. Carries out visual signalling.

Coppersmith; Blacksmith; Sheet Metal Worker; Welder; Meteorological Assistant and Meteorological Observer.—As in civil life.

Carpenter Propeller Repairer.—Skilled work in the maintenance and repair of wooden airscrews. Selected from Carpenters (Group III) and also from direct enlistment.

GROUP III.

Fabric worker.—Attends to cutting, machining and fitting of fabric to aircraft wings and bodies, including doping and varnishing. Also makes engine and airscrew covers and hoods for motor transport vehicles. Responsible for maintenance of parachutes.

Carpenter.—As in civil life but with a knowledge of aircraft requirements.

Hydrogen Worker.—Looks after the filling and maintenance of Balloons.

Balloon Operator.—Operates and maintains Balloons in Barrage Units.

M.T. Mechanic II.—Looks after the maintenance and minor repairs of M.T. vehicles.

GROUP IV.

Accounting Clerk and General Duties Clerk.—Similar responsibility to those of clerks in civil life, but with knowledge of Indian Air Force forms and procedure.

Equipment Assistant.—Similar work to that of storekeeper in civil life, but with more responsibility, since he is in charge of records, books and forms as well as storage and issue of I.A.F. equipment.

Special Duties Clerk.—Although officially described as " clerk " does no ordinary clerical work. His job is to plot the position of enemy aircraft to enable defending fighters to give battle. Only those with keen wits and initiative would be considered. Vital and exciting work to defend India's cities from attack and work which will be of use when civil aviation comes into its own again. Clear and fluent English essential.

GROUP V.

Aircrafthand.—This is the non-Technical group. All airmen in this group are known as Aircrafthands. They drive M.T. vehicles and carry out general duties as handymen. All the senior N.C.O. disciplinary appointments are filled by men of this group, who can thus rise to the rank of Warrant Officer. The following extra duties are carried out by Aircrafthands. For those marked* there is special pay. Service Police.* P.T. Instructor.* Armament Assistant Parachute Packer.* Ground Gunner. Telephone Operator. Maintenance Assistant. Balloon Maker (Meteorological).

GROUP M.

Nursing Orderly.—Must be able to help the medical officer in all his duties and also act independently with First Aid.

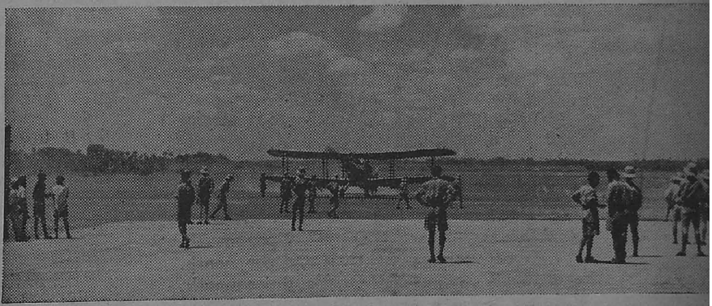
AIRCREW.

Air Gunner.—Candidates are recruited as Air Gunners as a separate Trade. They are all taught Air Gunnery and Wireless Operating.

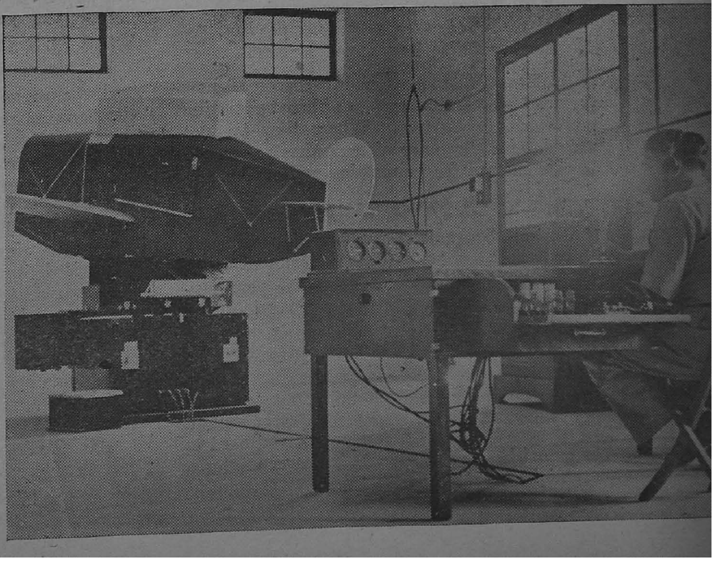
(*Continued on page* 16)

INDIA'S AIR DEFENCES

An Indian Fighter-Pilot.



TO DEFEND INDIA'S SHORES.—An I.A.F. plane lands at an airport somewhere along the Indian seaboard.



TRAINING FOR THE INDIAN AIR FORCE.—At a centre in Northern India young men are training for commissions in the Indian Air Force. Photo shows Link trainer at work. It is a most ingenious ground trainer for pilots. Soon the young man inside will be soaring through the air in a real aircraft.

INDIAN AIR FORCE—(*Continued from page 14*)

TABLE OF SUBSTANTIVE PAY

RANK.	Group I.	Group II.	Group III.	Group IV.	Group V.	Group M.	Air Crew.
Aircraftman, 2nd class	75	60	50	60	40	40	60
Aircraftman, 1st class	90	65	55	62	42	42	—
1st class over 1 year	95	—	—	—	—	—	—
Leading Aircraftman	100	70	60	65	45	45	—
,, ,, over 1 year ..	105	—	63	—	46	46	—
,, ,, over 2 years ..	110	—	66	—	47	47	—
,, ,, over 3 years ..	—	—	69	—	48	48	—
,, ,, over 4 years ..	—	—	72	—	49	49	—
,, ,, over 5 years ..	—	—	75	—	50	50	—
Corporal	130	100	80	75	62	62	—
,, over 1 year	135	—	—	—	66	66	—
,, over 2 years	140	—	—	—	70	70	—
Sergeant	145	115	85	85	80	80	100
,, over 1 year	150	—	—	90	85	85	105
,, over 2 years	155	—	—	—	—	—	110
,, over 3 years	—	—	—	—	—	—	115
,, over 4 years	—	—	—	—	—	—	120
Flight Sergeant	160	130	90	100	90	90	125
,, ,, over 1 year	165	—	95	105	95	100	130
,, ,, over 2 years	170	—	100	110	100	—	135
,, ,, over 3 years	175	—	—	—	—	—	140
,, ,, over 4 years	180	—	—	—	—	120	—
Warrant Officer	225	200	—	135	120	125	145
,, ,, over 1 year	235	210	—	140	125	130	150
,, ,, over 2 years.. ..	245	220	—	150	130	140	155
,, ,, over 3 years.. ..	255	230	—	160	140	—	160
,, ,, over 4 years.. ..	265	240	—	—	—	—	—

Important Note.—Pay on entry, and during the training period, is that as shown for Aircraftman, 2nd class, and according to the Group in which the candidate is placed. Air Gunners become Sergeants on completion of training.

In addition to the above, DEFERRED PAY at the rate of Rs. 3 per month is credited to the account of every airman. It is paid to him on discharge.

The fact that annual increments are given in certain ranks does NOT mean that you will have to serve so many years in that rank. The SPEED of your promotion depends on your EFFICIENCY.

ALLOWANCES

(*a*) Messing allowance of Rs. 3 per month for all airmen.

(*b*) *Good Conduct Pay (for airmen)*—

On completion of 6 months good service Re. 1 per month.

On completion of 1 year's good service Rs. 3-8-0 per month.

(*c*) *Good service Pay (for N.C.Os.)*—

After 1 year as N.C.O., Rs. 2 per month.
After 2 years as N.C.O., Rs. 4 per month.
After 3 years as N.C.O., Rs. 6 per month.

(*d*) *Pay for Special Duties*—

P.T. Instructor, Rs. 2 per month.
Parachute Packer, two annas per day.
Service Police, two annas per day.

(*e*) Enrolled dhobies and barbers are now provided at certain units so that haircutting and washing are free. Where they are not provided an allowance of ten annas per month is paid instead for haircutting and washing.

WHAT YOUR PAY MEANS

Pay in the Indian Air Force is practically clear pocket money. Almost all your expenses are paid by the service, except for your personal needs such as messing luxuries and cigarettes or tobacco.

CLOTHING

A complete outfit including your uniform and bedding is supplied to you free as soon as you begin training. Therefore all you need to bring with you is sufficient to carry on for a fortnight.

MEDICAL ATTENTION

Free, including hospital treatment. Full pay during periods of sickness.

RECREATION

Throughout your life in the Indian Air Force you will get every encouragement for sports and games which will keep you fit.

Indian Air Force Stations have reading, writing and games rooms to keep your leisure well occupied.

MESSING

FREE rations are issued. These rations, together with any extra luxuries you purchase, are cooked under Service arrangements and served in a common mess.

HOW YOU LIVE

Accommodation is FREE.

If you are unmarried you will have to live in the barracks provided. Married men, after their training is completed, may be allowed to live out of camp with their families, though no expenses incurred in moving families can be met by the Service. Further, no official quarters can be provided for married airmen during the war. When such accommodation is provided, it would be limited to the following percentages of the total strength of the Indian Air Force (airmen) :—

GROUPS I TO IV also Air Crews—

Warrant Officers, 100 per cent.
Non-commissioned Officers, 50 per cent.
Aircraftmen (all three grades), 14 per cent.

GROUPS VI and M. (all ranks), 14 per cent.

(*Continued on page 17*)

Indian Air Force Paves the Way for Fitter India

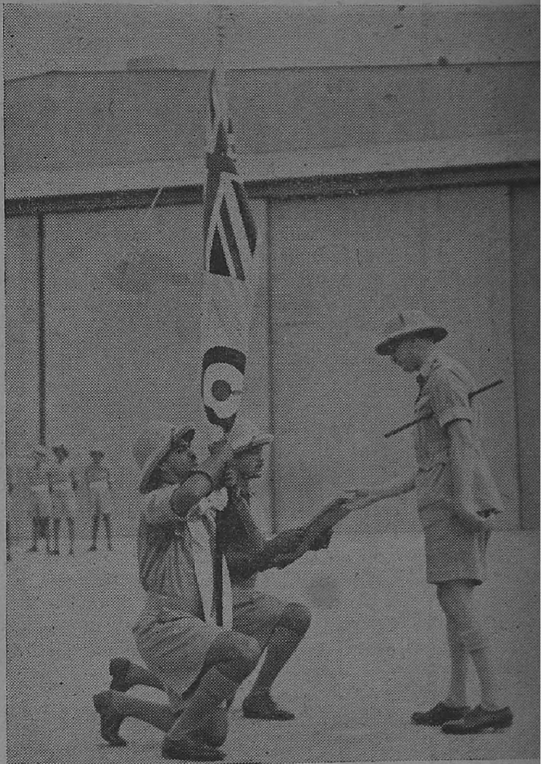
MUSCLES, nerve and brain are tuned to concert pi ch in the Indian Air Force. In a large and fully equipped gymnasium in North West India the advance guard of a fitter India is being trained.

Here dozens of strapping young men glowing with energy and the joy of living, leap over obstacles, contort themselves around parallel bars, climb ropes with monkey-like agility, and perform acrobatic exercises on coconut mats.

They are preparing to instruct others in physical training. From early morning until late afternoon they practice the art of bodily rhythm, movement and poise.

Physical culture experts teach them how to impart their knowledge to others. On completing their course they are posted to units all over India.

Here they will instruct others in rhythmic exercises, games and outdoor recreations—all of which play an important part in keeping the Indian Air Force fighting fit.



The colours and badge of the I.A.F. were presented to the Indian Air Force by Lt.-General His Royal Highness the Duke of Gloucester. The historic ceremony took place at Risalpur last year on July 12. Photo shows His Royal Highness presenting the badge.

I.A.F. Meteorological Branch

FURTHER evidence of progress in Indian Air Force expansion is the recent formation of its own Meteorological Branch.

Previously, weather watching and forecasting in India had been the work of a civil organization. Movements of war, and the rapid growth of the service, however, created a new situation, demanding that meteorological units should be in the forward areas, where civilians would be handicapped.

COME TO STAY

The new branch is not merely a wartime measure. Indian Air Force Meteorological men have come to stay. A personal reserve is being built up by the Director-General of Observatories, at Poona. Recruits will be enrolled from this, and from existing staff in the Indian Meteorological Department.

Meteorological observers, whose job it is to check and read recording instruments, to find wind direction and cloud height, and to plot the weather charts so important to pilots, are enrolled in the ranks.

Forecasters, whose skill and knowledge enables them to foretell the weather, are given commissions.

These weather men have a responsible task to perform. Success in operations and reconnaissance depends as much upon them as the pilots.

INDIAN AIR FORCE

(Continued from page 16)

LEAVE AND FURLOUGH

All leave is granted subject to the needs of the service. The following classes of leave are granted :—

(1) *Casual Leave.*—Up to 10 days, not counted against annual leave, and without any free travelling facilities.

(2) *Service Leave.*—Up to 45 days per year on full pay and allowances, with free railway pass to and from your home address.

(3) *Leave on recommendation of a Medical Board.*—To a place (normally your home) recommended by the Board with full pay and free travel.

All leave is treated as a privilege only available at the discretion of the officer commanding the unit.

BOOKS FOR SOLDIERS

AN APPEAL

Do you enjoy reading a good book ? Are you one of those people whose leisure hours are brightened by the pages of a modern novel, or one of the 'classics', or even of more serious volumes ? If you can answer 'yes' to any of these questions, you will be the first to appreciate the appeal that His Excellency the Commander-in-Chief is making this week to all those in India who have at heart the welfare of the troops in India ; those troops, who at the moment may seem to the uninitiated to be here for no more than our protection, are one day destined to strike perhaps the death-blow at the enemies of that culture which is so dear to Indians, and to those fortunate enough to spend part of their lives in India.

2. The Editor of this journal is only too well aware of the great work done by the Joint War Charities Committee in the matter of collecting books for sick and wounded service men—and equally important, for those whose service keeps them in some of the more lonely parts of India. Perhaps you have given books before for this purpose ; perhaps you are still doing so. But imagine yourself for a moment to be sick or lonely, far away from home ; and think how much you would appreciate something to read, something to while away the tedious hours, or to refresh your mind in the few moments of leisure that the day allows you. There are thousands and tens of thousands of men in that position, and hundreds of thousands of books are urgently needed for them. If you have any books that you have read and are prepared to part with, please send them to the Collector of your district. He will ensure that they reach their destination. Books in all languages are wanted—be they in English, Tamil, Telugu, Urdu, Malayalam, Kanarese—or any language which is the mother tongue of those who fight for India.

Magazines are wanted too—especially illustrated magazines—for everyone likes looking at pictures.

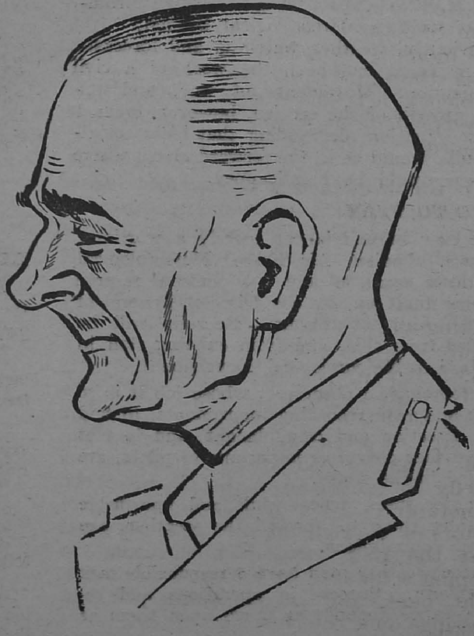
So look through your book-shelves once again. With your help many parcels can be sent to troops all over India—and don't doubt it the troops will appreciate them !

C.-in-C.'s APPEAL

"Whenever I visit units or hospitals or other military establishments in the forward areas in Eastern India or elsewhere I find one of the chief needs of the troops is reading matter. As a persistent reader myself I feel always a great sympathy for this need and have had much effort made to satisfy it.

"I should like however to emphasize that the requirement is principally for *light* literature, light both in subject-matter and in weight. The books chiefly in demand by the troops are works of fiction and adventure, and it is of course much easier to transport small light books than heavy ones. For British troops Penguin editions of detective stories and adventure tales are most generally popular and convenient. All illustrated English or American magazines, such as *Illustrated London News*, *Picture Post*, *Life*, *Time*, *Readers Digest* and such, are very welcome. Much the same applies to Indian Troops."

—H. E. FIELD-MARSHAL
SIR ARCHIBALD WAVELL,
Commander-in-Chief, India.



Ten Years Old : Proud and Happy Day For I.A.F.

Yesterday (April 1) was a proud and happy day in the history of the R.A.F. and the I.A.F. It marks the Silver Jubilee of the former and the Tenth Anniversary of the latter. In Madras, His Excellency Sir Arthur Hope, Governor of Madras, took the Salute at a grand and highly impressive march-past of the air forces.

This Number of the *Madras War Review* is dedicated to the Indian Air Force which is now ten years old.

* * *

Lull on the Russian Front : Hitler's Boast to the Germans.

There is a comparative lull on the whole 1,200 mile battle-front in Russia, after five months of the fiercest fighting of the whole war. Though the Red Army is exerting strong pressure from Staraya Russa to Orel and Kursk, it is more in the nature of tactical operations than anything else. As regards Smolensk, it is stated that Russians have now come up against the main German defences.

In the Donetz region, fiercest clashes are taking place between the opposing troops. The Germans seem to realize that this is their last chance to span the Donetz region, before the thaw halts their activity, and they are therefore making all possible efforts. The German failure to cross the northern Donetz anywhere shows a weakening of the scale of German attacks, but this does not mean that they have given up their attempt to establish bridgeheads on the east bank of the river. Fighting is chiefly concentrated in the elbow of the Donetz and on the hills dominating the sectors of the right bank. It is reported that the Red Army has succeeded in keeping a number of bridgeheads on the right bank and is controlling all the crossings over the river.

But HITLER would have it that he has got over the crisis in Russia. In a speech on March 21 in Berlin, on the occasion of the Heroes' Memorial Day, which breaks his long silence since his Munich speech of November 8, he declared,

> "We have at length succeeded in finally overcoming the crisis into which the German armies were thrown by an undeserved fate. We have stabilized the front and have taken steps to ensure that in the months to come we shall achieve success."

The great battle along the Upper Donetz is still at a critical stage, but HITLER wants to present a rosy picture to the German people after the heavy dose of "Strength through Gloom" propaganda, to which they were regaled by GOEBBELS. Though the Russians have succeeded in pinning down the huge German counter-offensive along the Donetz river line, HITLER expects that this would continue long enough to turn the thaw to his advantage, and therefore he thinks that this is an opportune moment, from the point of view of propaganda, to capitalize the German success in holding on to the Ukraine and the Black Sea Coast.

It is of interest in this connection to follow the train of events leading to the present situation, which is still in a fluid state. It was nearly four weeks ago that the Russian drive against the left flank of the German army in the Donetz bend was halted at Krasnoarmeisk, but a more important and ambitious drive was developing further west, where the Russian forces had advanced with terrific rapidity as far as Pavlograd and were within striking distance of Dnepropetrovsk on the Dnieper. But, at this critical moment, the spring thaw began, a month earlier than usual, and the result was that the Russian advance on Poltava and the Dnieper was forced to slow down. HITLER took advantage of

the situation by throwing fresh divisions with powerful air and tank support into the north-western corner of the Donetz salient. The Russian troops had inevitably to fall back to the middle Donetz *via* Lozovaya, Barvenkovo and Slavyansk.

* * *

If Thaw had Come Three Weeks Later —Prospects of German Counter-Offensive.

What would have happened if the thaw had come a month later ? It is possible that the Russian thrust would have consolidated itself by a broad sweeping movement from the area south-west of Kharkov. The Germans might have lost the whole of the Ukraine, and probably the Crimea.

The throwing-in of fresh German divisions at this stage was a dangerous gamble on the part of HITLER, for Kharkov was then in Russian hands, and the German supply lines from Kiev to the whole of the Donetz area were under constant threat. In other words, the pushing-in of fresh divisions into that salient was nothing else but inviting annihilation. The Germans knew this ; therefore they concentrated very strong forces in the north and began an enveloping movement against Kharkov itself. The Russians were heavily outnumbered, particularly in tanks, by the German forces, and were forced to withdraw. So Kharkov fell.

This was no doubt a heavy blow to the Red Army. But an unexpected and difficult situation was handled by the Russian Command with very great skill. Russian forces to the west and south-west of Kharkov avoided encirclement and made a fighting withdrawal from a very nasty pocket. To the north-west of Kharkov, the Russians evacuated the railway junction of Byelgorod. This means that the Russian hold on Kursk in the north will be threatened. If Kursk falls into German hands once again, the southern area of the Russian attack on Orel would be forced back.

The German counter-attack originally began with the object of protecting the last railway line linking the Donetz bend with the German rear, but later it developed into a large-scale counter-offensive which has regained Kharkov, and may capture Kursk, and consolidate the German defence of Orel.

Hazardous Russian Drive to Dnieper : Hitler's Heavy Price and Allied Gain.

As regards the Russian drive towards the Dnieper, it may be pointed out that it was a bold and even hazardous manœuvre, for the Russian columns pressing to the south-west must have outrun their communications. It cannot, however, be said that the risk taken was either rash or unwise, for the prize which was almost within their grasp was very great indeed, and if only normal winter conditions had continued with at least another three weeks of hard frost, things would have been entirely different. Even as it was, it was a feat of marvellous organization and endurance that was staged by the Russians. It is over 400 miles from Stalingrad to the bend of the Dnieper at its most easterly point, and almost the whole of this distance was covered by the Russians in one non-stop winter offensive. Further, the unexpected appearance of deep mud must have imposed some considerable strain upon the stretched offensive of the Russians.

The whole situation assumed an entirely different character when HITLER instead of delivering limited holding attacks, launched a great counter-offensive with about 25 divisions supplied with an unstinted use of tanks and other equipment. How was this German superiority in weight of numbers in this sector achieved by HITLER ? The forces which had been extricated from the Caucasus and others from the Crimea and Western Europe were thrown in to push back the Russian advance. Why was HITLER using up seasoned troops with abundant supplies, tanks and aircraft at the fag-end of the winter—" between seasons " ? It was because he was prepared to pay a very heavy price for the retention of the Ukraine and its resources.

Another weighty reason was the fact that the swift advance of the Red Army had become a deadly peril to the German hold on the Black Sea coast, which masks the weakest spot in German-dominated Europe—a demoralized Balkans.

So far as the Allies are concerned, the important point is that the Russian successes have compelled HITLER to use troops and equipment which he would have preferred to hold in reserve until summer. This is a great potential gain from the point of view of the forthcoming Allied offensive in the West.

BRITAIN AND GERMANY

25th Mar.—Mr. Churchill announced in the Commons that the United Nations had now a substantially larger merchant fleet than at the worst moment of the U-boat war.

According to a Stockholm report, plane production in Germany had dropped from 3,000 to 2,000 per month.

26th Mar.—The Royal Air Force attacked the Abbeville marshalling yards.

The Paris Radio announced that the Germans evacuated La Rochelle, as a precautionary measure. It was reported that Lorient and St. Nazaire had been evacuated.

27th Mar.—The Royal Air Force attacked targets in the Ruhr, including the port of Duisburg.

General de Gaulle, the Fighting French leader, said in a broadcast (in connexion with his forthcoming visit to North Africa to see General Giraud): "Together loyally and in a friendly spirit we shall see and we shall send men to ensure that the French Empire shall be but one Empire."

The Royal Air Force made a heavy attack on Berlin. Bombs were also dropped in north-western Germany and Greater Berlin area. Goods trains and barges were attacked in Holland.

United States planes attacked railway yards at Rouen.

28th Mar.—One enemy ship blew up and another was severely damaged off the Dutch coast.

29th Mar.—The Royal Air Force made a heavy and concentrated attack on the U-boat base at St. Nazaire.

An American observer, who went on the Royal Air Force raid on Berlin, said: "The whole of Berlin vomitted dust, smoke and steel."

Shipping and ship-building yards at Rotterdam and industrial objectives in Liege were also attacked.

Three children and six adults were killed in a school clinic in a southern coast town of England in an enemy raid. Bombs were also dropped at scattered points in East Anglia.

30th Mar.—Berlin was again heavily bombed. Objectives at Bochum and elsewhere in the Ruhr were also attacked. This was the Royal Air Force's 60th visit to Berlin.

It was revealed that Hitler's Munich office was hit during the raid on March 9.

According to reports from "absolutely reliable sources," 50 people were shot down in Berlin for a plot against Hitler's regime.

* * * *

UNITED STATES OF AMERICA AND THE ATLANTIC

25th Mar.—Mr. Elmer Davis, Director of the Office of War Information, stated that at least two American convoys had sustained losses in the Atlantic recently as the result of attacks by Axis submarines.

26th Mar.—President Roosevelt announced the creation of an Administration of Food Production and Distribution in the Department of Agriculture.

27th Mar.—Colonel Knox, Navy Secretary, said that there were indications of unrest on the French West Indies Island, Martinique.

A Liberty ship named *Sun Yat-sen* in honour of the Father of the Chinese Republic was launched.

Mr. Joseph E. Davis, former United States Ambassador to Moscow, in an article in the American magazine *Life*, declared himself convinced that the Soviet and the Western Democracies can live together in post-war friendship and harmony.

Major-General Levin Campbell, Chief of United States Ordnance, predicted that the invasion of the European Continent would begin as soon as the Allies gained control of the Africa situation.

Colonel Knox, Navy Secretary, disclosed that United States had dozens of new auxiliary aircraft-carriers in action.

Mr. Anthony Eden, in a speech at Annapolis, declared that the United Nations and in particular the United States, the British Commonwelath, China and the Soviet Union, must organize a "close knit frame-work of free nations" to preserve peace after victory.

28th Mar.—Mr. William C. Bullitt, former United States Ambassador in Paris, said he was convinced that Americans would help to organize world peace if the peace settlement accorded with the terms of the Atlantic Charter.

Mr. Keller, President of the Chrysler Corporation, stated that a new aircraft plant was now under construction which, when completed, would turn out a new secret weapon for the United States Army.

29th Mar.—Mr. Stettinius, Lend-Lease Administrator, said that almost all the Lend-Lease food shipped to America's allies during January and February went to Russia and Britain in about equal proportions.

* * * *

INDIA, BURMA AND CEYLON

25th Mar.—The Royal Air Force attacked a Japanese airfield at Toungoo. Enemy aircraft dropped bombs in the Chittagong area.

26th Mar.—The Royal Air Force attacked the Katha railway junction in Central Burma. The Japanese airfield near Meiktila was also bombed.

27th Mar.—The Royal Air Force attacked the railway station and other objectives at Monywa.

A Japanese-occupied village also was attacked.

Admiral Layton, Commander-in-Chief, said: "Ceylon must expect to remain on the front line for some time and as long as it does so, our defences have got to remain alert and vigilant."

28th Mar.—Twelve enemy aircraft were destroyed in a series of fierce air combats over the Arakan front.

Ten enemy bombers were shot down and many others were damaged over Cox's Bazaar (south-eastern Bengal).

The Royal Air Force bombed the Japanese airfield at Toungoo. United States aircraft bombed enemy installations near the Central station of Rangoon.

29th Mar.—The Royal Air Force bombed Htizwe starting fires. Enemy positions were machine-gunned in Maya peninsula. Bombs were dropped on the Meiktila airfield.

30th Mar.—It was revealed that four direct hits were observed in the dock area and a mining plant in Tavoy (Burma) during the United States air force raid on March 28.

The Royal Air Force intercepted 12 Japanese fighters south of Cox's Bazaar. Three enemy aircraft were badly damaged.

The whole of Bengal was declared by the Government of India to be a "raid area" that is, a place "where serious threat of air raids at present exists from the East."

31st Mar.—The Royal Air Force bombed Japanese positions at Regaunggyaung. About 22 Japanese bombers attacked objectives in south-east Bengal. Thirteen enemy planes were damaged.

* * * *

ITALY, AFRICA AND THE MEDITERRANEAN

25th Mar.—There was fierce fighting in the Mareth Line area.

United States Army Air Forces attacked Messina in Sicily.

British troops recaptured Jabel Dahara.

26th Mar.—Several hand-to-hand engagements near Wadi Zigzaon ended to the advantage of the British troops.

Rommel lost about 40 tanks in the counter-attack on the Mareth Line. The British troops occupied Djebel Tebaga.

In an eve-of-battle message to the Eighth Army, General Montgomery said: "In the battle that is now to start, the Eighth Army will destroy the enemy now facing us in the Mareth Line. . . We will not stop or let up until Tunis has been captured. . . The operations now about to begin will mark the close of the campaign in North Africa."

27th Mar.—Fighting became more intense on the Mareth Line. General Montgomery's troops met with resistance every yard. Enemy troop concentrations and lines of communications were bombed.

28th Mar.—General Giraud, for the first time, appointed a Jew to a ministerial post.

Axis troops were compelled to withdraw in El Hamma area. The Eighth Army advanced south-west of Mareth. According to the Algiers Radio, "The Eighth Army has completely regained the initiative."

29th Mar.—General Montgomery's troops reached El Hamma. The British First Army's offensive in Jebel Abiod succeeded. Rommel fell back to Gabes area and was preparing to evacuate it. Many prisoners were taken along the Mareth Line.

General Smuts said: "We are very far from the end of the war."

30th Mar.—British troops occupied Gabes. Rommel's troops gave up all fortified positions and retreated north along the coast. American and French troops converged on Kaironan.

Mr. Churchill said in the Commons: "Another severe defeat has been inflicted by the desert army on Axis forces."

Mr. A. V. Alexander, First Lord of the Admiralty, said: "The capture of the Mareth Line and Gabes foreshadows the final extinction of the Axis forces in North Africa."

General Giraud told a press correspondent with a smile: "I have got a villa ready for Rommel and I should treat him better than he did me."

31st Mar.—Sedjanane and Oudreff were retaken.

Six Axis supply ships were sunk in the Mediterranean by four British submarines.

* * * *

RUSSIA AND FINLAND

25th Mar.—The Russian forces improved and strengthened their positions west of the Upper Dnieper. Thirty-two enemy aircraft were destroyed on the Leningrad Sector.

26th Mar.—There was bitter struggle for every village and every hill in a sector north of Chuguyev. In the Kuban, the Germans made persistent counter-attacks.

M. Maisky, Soviet Ambassador to Britain, said: " My country and my people are expecting that all our Allies—particularly Great Britain and the United States—will do their maximum in the nearest future to bring this terrible war to an end at the earliest possible time "

27th Mar.—Russian tanks penetrated into Dorogobuzh, an important town on the Moscow-Smolensk railway.

29th Mar.—Three places south of Byeli were occupied by the Russian troops. An enemy attempt to cross the Donetz in one sector was repulsed. In four days, 47 German planes were shot down.

30th Mar.—Soviet advance continued on Smolensk. In Kuban, four German tanks were destroyed and nine enemy aircraft were brought down.

31st Mar.—There was heavy fighting in Vyazma.

Russian forces counter-attacked in the upper Donetz.

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NEUTRAL COUNTRIES

29th Mar.—Spain was reported to have received assurances from both the Axis and the Allies that neither will violate Spanish neutrality. The sympathies of the Spanish people were reported to be moving towards the Allies, particularly due to Anglo-American aid in the form of supplies of food.

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VICHY AND OCCUPIED COUNTRIES

25th Mar.—M. Vaux Saint Cyr, Vichy's Minister in Sweden, broke off contract with the Vichy Government and joined General Giraud.

27th Mar.—It was revealed that about 500 Secret Service Agents and the same number of Norwegian officers and troops had been dropped over Norway this winter.

Britons and Americans who remained in Vichy-controlled France after its total occupation by the German troops were reported to have been taken to Germany.

Four Ministers resigned from M. Laval's Cabinet.

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THE FAR EAST

25th Mar.—Japanese thrust in North Anhwei was repulsed.

The enemy seaplane base in Rekata Bay was strafed. Japanese planes attacked an airfield in Guadalcanar. Nine Japanese bases off New Guinea were attacked by Allied planes.

According to the American Navy Department, an American submarine surprised, torpedoed and sank a Japanese submarine in the Far Pacific so quickly that the Japanese " never knew what hit them."

26th Mar.—Two large Japanese ships were bombed at Amboina. Japanese installations were bombed in Gasmata.

General Tojo in a speech said: " Unforeseen difficulties still lie ahead."

27th Mar.—A protocol was signed in Moscow extending the fisheries convention between the Soviet Union and Japan for another year.

28th Mar.—President Quezon of the Philippines said: " While I think of the war as a global war, I think that the time is at hand to strike hard in the Pacific."

Mr. John Curtin, Australian Prime Minister, warned Australians to be prepared for a war of attrition against Japan lasting perhaps another two or three years.

An 8,000-ton Japanese cargo ship was bombed and strafed by Allied planes off New Guinea.

American aircraft bombed the strongly fortified Japanese positions in Gilbert Islands. The Japanese base at Kiska was thrice bombed.

A Japanese fleet headed for the Aleutians was intercepted by United States light surface vessels.

29th Mar.—Japanese positions at Buin and Kahili in the Shortland Island were bombed. It was revealed that the Japanese were pushing ahead with the development of their bases in the Solomons.

The *Washington Post* said that increased allocation of men and particularly of air power should be made to the Pacific theatre of war.

Japanese bombers raided Oro Bay on the east coast of New Guinea. Thirteen of them were destroyed.

" Time-Bombs From America "—IV

It's easy to burn up
about other people's faults.
Let's burn up some of our own
and start a national bonfire.

Grow More Food—in Your Gardens!

Flavouring and Seasoning Plants

Mint

Mentha arvensis, Lat. ; *Family Labiatae* ; *Pothina*, Tam. : *Pudhina*, Tel.

Description.—A small herbaceous plant possessing suckers which are horizontal thin stems running underground and giving off shoots at the nodes. It has a very characteristic smell.

Propagation.—Small pieces of the underground sucker are planted in flower pots, boxes or in well-prepared beds.

Season.—All the year round.

Cultivation.—The soil should be well manured before the suckers are planted, and kept moist by spraying with water daily. The plant grows best in the hills ; in the plains it must be grown in shade.

Uses.—This herb is used for flavouring chutneys, soups, salads and sauces, or boiled with peas, potatoes, etc.

General analysis.—Calcium 0·277 per cent ; magnesium 0·066 per cent ; phosphorus 0·185 per cent ; iron 0·015 per cent ; Vitamin B—I.U. per 100 gms. 69 ; Vitamin C—mgms. per 100 gms. 123·0 per cent.

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